

Application Reference: 2025/0062

Location: 35 Issott Street, Honeywell Grove, Barnsley, S71 1QF.

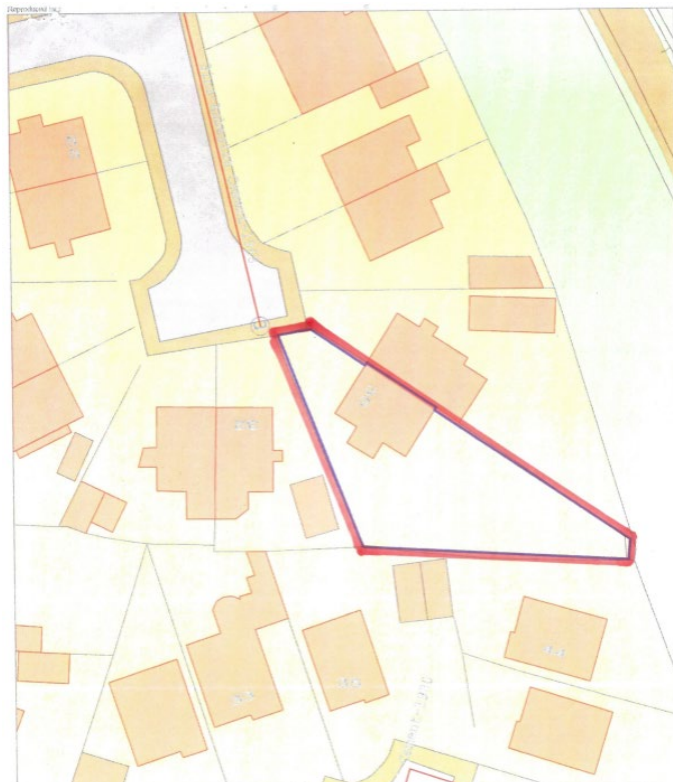
Introduction

This application seeks planning permission for the erection of a single storey side and rear extension and the erection of a detached garage.

Relevant Site Characteristics

This application relates to a relatively large plot located at the south-east corner of Issott Street – a residential cul-de-sac characterised by semi-detached bungalows of a similar scale and appearance. The topography of the area falls south-to-north and west-to-east. Fleets Dam is located to the east and ASDA supermarket to the south.

The application property is a modest sized semi-detached bungalow constructed of brick with a pitched concrete tiled roof. The property benefits from an existing flat roof projection to the side. The property is fronted by some soft landscaping and a driveway which extends to the side. To the rear is a large triangular shaped garden bounded by timber and concrete panelled fencing. Within the development site the topography falls to the south from street level and rises towards to the south-west corner of the plot before falling to the east and south-east. The topography also falls south-to-north gradually. The development site and application property are set below 32 Issott Street. The garden is also set below properties located on Honeywell Place.



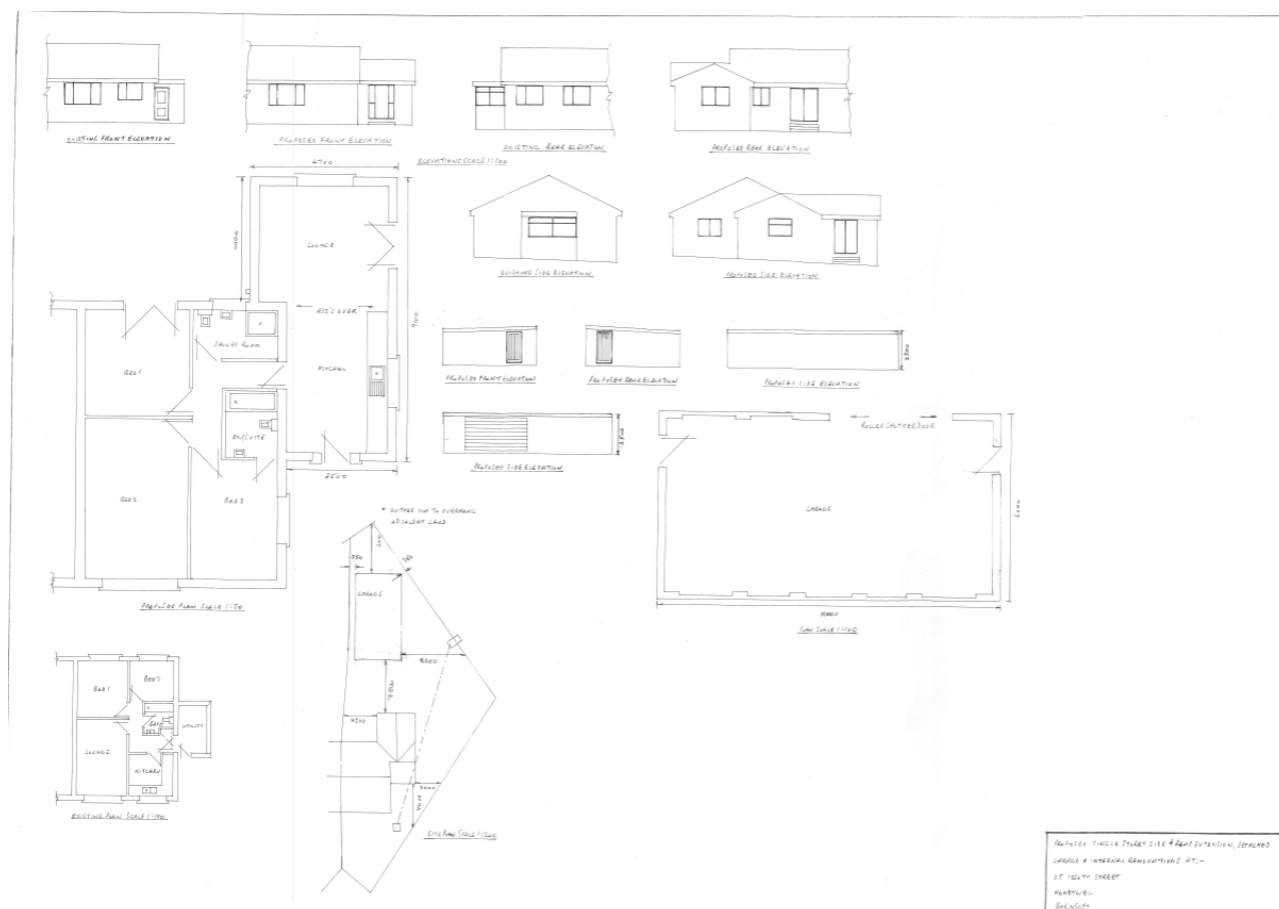
There is no planning history associated with the development site.

This application seeks planning permission for the erection of a single storey side and rear extension and the erection of a detached garage.

The proposed extension would have a sideways projection of approximately 3.5 metres, a total width of approximately 4.7 metres and a length of approximately 9.1 metres. It would adopt a part pitched and flat roof with a total height of 4.2 metres and 3.2 metres respectively and would be finished in render in either white or off-white and would adopt closely matching roof tiles.

The proposed garage would measure approximately 10 metres (L) x 6 metres (W) x 2.5 metres (H). The garage would be rendered white or off-white and would adopt a metal sheet roof.

During the application process, the proposal was amended to align the scale of the proposed garage with permitted development requirements.



Relevant Policies

The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires development proposals to be determined in accordance with the development plan unless material considerations indicate otherwise. The Development Plan for Barnsley consists of the Barnsley Local Plan (adopted January 2019).

The Local Plan review was approved at a full Council meeting held 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering on its objectives. This means, no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review, which is due to take place in 2027, or earlier, if circumstances require it.

The development site is allocated as urban fabric within the adopted Local Plan which has no specific allocation. The following Local Plan policies are relevant in this case:

- *Policy SD1: Presumption in favour of Sustainable Development.*
- *Policy D1: High quality design and place making.*
- *Policy GD1: General Development.*
- *Policy POLL1: Pollution Control and Protection.*
- *Policy T4: New Development and Transport Safety.*

National Planning Policy Framework (NPPF) and the National Planning Practice Guidance

In December 2024, the Government published a revised NPPF which is the most recent revision of the original Framework, first published in 2012 and updated several times, providing the overarching planning framework for England. The NPPF sets out the Government's planning policies for England and how they are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions. The revised document has replaced the earlier planning policy statements, planning policy guidance and various policy letters and circulars, which are now cancelled.

Central to the NPPF is a presumption in favour of sustainable development (paragraph 10) and plans and decisions should apply this presumption in favour of sustainable development (paragraph 11). There are three dimensions to sustainable development: economic, social and environmental; each of these aspects are mutually dependent. The following NPPF sections are relevant in this case:

- *Section 2: Achieving sustainable development.*
- *Section 4: Decision-making.*
- *Section 12: Achieving well designed places.*

The National Design Guidance (2019) is a material consideration and sets out ten characteristics of well-designed places based on planning policy expectations. A written ministerial statement states that local planning authorities should take this guidance into account when taking decisions.

Supplementary Planning Guidance

In line with the Town and Country Planning (Local Planning) (England) Regulations 2012, Barnsley has adopted twenty-eight Supplementary Planning Documents (SPDs) following the adoption of the Local Plan in January 2019. The following SPDs are relevant in this case:

- *House extensions and other domestic alterations (Adopted March 2024).*
- *Parking (Adopted November 2019).*

The adopted SPDs should be treated as material considerations in decision making and are afforded full weight.

Consultations

This planning application has been advertised in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015 (as amended).

Any neighbour sharing a boundary with the site has been sent written notification and the application has been advertised on the Council website. Three objections were received from two addresses. The concerns raised are summarised below:

- The length and height of the garage adjacent to party boundary.
- The size, location and potential use of the garage: the size is not incidental to the dwelling and not of a domestic scale and is more akin to a workshop or small industrial unit; the location to the rear is not in-keeping with the general tenor of the street, with garages alongside dwellings.
- Run-off of surface water will flow with the lie of the land down to the former adjacent canal and cause flooding during times of heavy rains.
- No details regarding drainage.
- Extensive hard surfacing would not meet biodiversity gains.
- Any noise generated would be transmitted towards properties on Honeywell Place due to the orientation of the garage, which would impact on the quiet enjoyment of these properties and gardens.
- The proposed materials of the garage would appear utilitarian rather than domestic.
- Impact on wellbeing and health conditions due to potential light, noise and air pollution.

No statutory or non-statutory consultees were consulted on this application.

Planning Assessment

For the purposes of considering the balance in this application, the following planning weight is referred to in this report using the following scale:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

Principle of Development

Extensions and alterations to a dwelling are acceptable in principle if the development would remain subservient and would be of a scale and design which would be appropriate to the host property and would not be detrimental to the amenity afforded to adjacent properties, including visual amenity and highway safety.

Impact on Neighbouring Amenity

During the application process, concerns were raised regarding potential light, noise and air pollution arising from the proposed garage should it be used for commercial purposes. Concerns were raised regarding the scale of the proposed garage and its location within the development site.

Following discussions with the Applicant, it is understood that the proposed garage is intended to be for parking space and an associated domestic workshop to allow works to be carried out on a large, classic vehicle. This use would be appropriate for a residential setting, but for the avoidance of doubt, a condition could be used to ensure the garage is only used for domestic purposes.

It is not considered that potential noise generated from domestic activities within a residential setting would significantly detrimentally affect the quiet enjoyment of surrounding properties and gardens.

There could be some potential disturbance and disruption because of construction works, and whilst any potential impact is anticipated to be temporary, should the application be approved, a condition could be used to control construction hours.

Additionally, a detached garage of the scale and appearance proposed could be implemented using permitted development rights in this instance because the proposal would comply with the relevant legislation criteria and conditions. As such, even if the proposed garage was omitted from the current proposal, it could be implemented separately without planning permission. Development which is implemented using permitted development rights cannot be controlled by the LPA. Moreover, should this application be refused, an appeal to the Planning Inspectorate could be made and would likely prove successful given that the proposed garage would meet permitted development requirements.

Regarding overshadowing, the proposed garage would be erected to the south of the rear curtilage of 33 Issott Street and adjacent to the party boundary. It is acknowledged that some overshadowing could occur in this location. However, whilst concerns have been raised regarding the scale of the proposed garage adjacent to the party boundary, a detached garage of the scale proposed could be implemented using permitted development rights in this instance and could act as a fallback position if the proposed garage were to be omitted from the proposal. Development that is implemented using permitted development rights cannot be controlled by the LPA.

The proposed extension would be erected away from the party boundary shared with 33 Issott Street and would be located to the east and north of 32 Issott Street and 35 Honeywell Place respectively. Whilst some overshadowing could occur in the morning, given that the extension would be set away from west and south party boundaries by several meters and would be set down from neighbouring properties because of existing topography differences, any potential impact is likely to fall within the application curtilage.

Regarding overlooking and loss of privacy, the proposed garage would not incorporate any windows and would not be used for residential accommodation.

The proposed extension would incorporate glazed apertures on its north-west, south-east and south-west elevations. A smaller window would replace existing conservatory-style glazing located on the south-west elevation. New glazed doors would be located on the south-west elevation. A new ground floor window would be located on the south-east elevation. It is considered unlikely that the proposal would result in significantly increased overlooking and loss of privacy given that the extension would be set away from west and south party boundaries by several meters and would be set down from neighbouring properties because of existing topography differences.

Regarding outlook, the proposed garage would not incorporate any windows and would not be used for residential accommodation.

The proposed extension would be set away from west and south party boundaries by several meters and would be set down from neighbouring properties due to existing topography differences and as such, it is not considered that the proposal would result in significantly reduced levels of outlook.

Considering the above, this is considered to weigh significantly in favour of the proposal.

The proposal is therefore considered to comply with Local Plan Policy GD1: General Development and POLL1: Pollution Control and Protection and is considered acceptable regarding residential amenity.

Scale, Design and Impact on Character

During the application process, concerns were raised regarding the size of the proposed garage and the proposed materials which would result in a utilitarian appearance.

During the application process, the proposal was amended to align the scale of the proposed garage with permitted development requirements.

The House extensions and other domestic alterations SPD establishes specific design guidance for detached garages which states such development should relate sympathetically to the main dwelling in style, proportions and external finishes. Detached garages should be single storey structures and the eaves height should not exceed 2.5 metres, whilst the ridge height should not exceed 4 metres.

In the instance, the proposed garage would be single storey with a total height of approximately 2.5 metres, in accordance with the Council's design guidance. It is acknowledged that the garage would adopt a relatively large floorspace (approximately 60 sqm) and would adopt external material finishes that would not reflect those of the original dwelling, including render and a metal sheet roof. However, the proposed garage would be located to the rear of the application property and therefore, would not be an overtly prominent or dominant feature in the street scene that would otherwise detract from its character. A detached garage of the scale and appearance proposed could be implemented using permitted development rights in this instance because the proposal would comply with the relevant legislation criteria and conditions. As such, even if the proposed garage was omitted from the current proposal, it could be implemented separately without planning permission. Development which is implemented using permitted development rights cannot be controlled by the LPA. Moreover, should this application be refused, an appeal to the Planning Inspectorate could be made and would likely prove successful given that the proposed garage would meet permitted development requirements.

The proposed garage would not cover a disproportionate amount of the rear garden, nor would the scale be disproportionate to the size of the original dwelling, which benefits from an external footprint of approximately 60 sqm – the same as is proposed for the detached garage.

The proposed extension would adopt a sympathetic form and features, including a pitched roof with closely matching tiles, a sideways projection that would not exceed more than two thirds the width of the original dwelling and a modest rearward projection. The proposed extension would be finished with render. Whilst render would not reflect the external finishes of the original dwelling, the proposed extension would be set significantly back from the front elevation and would be screened somewhat by the original dwelling and existing boundary treatments because of existing topography differences and therefore, the render would not appear as an overtly dominant or prominent feature in the street scene, and is therefore considered acceptable in this instance.

Considering the above, the proposal overall is considered proportionate and sympathetic and would not significantly alter or detract from the character of the street scene or original property. As such, this is considered to weigh significantly in favour of the proposal.

The proposal is therefore considered to comply with Local Plan Policy D1: High Quality Design and Placemaking and is considered acceptable regarding visual amenity.

Impact on Highways

The proposed development is not considered to be prejudicial to highway safety as existing off-street parking arrangements for at least two vehicles would not be impacted and would be maintained. The proposed garage would also meet current internal measurement requirements to be counted toward the off-street parking provision of the development site.

Following discussions with the Applicant, it is understood that the proposed garage is intended to be for parking space and an associated domestic workshop to allow works to be carried out on a large, classic vehicle. This use would be appropriate for a residential setting, but for the avoidance of doubt, a condition could be used to ensure the garage is only used for domestic purposes. Considering the above, this is considered to weigh moderately in favour of the proposal.

The proposal is therefore considered to comply with Local Plan Policy T4: New Development and Transport Safety and is considered acceptable regarding highway safety.

Other Matters

During the application process, concerns were raised regarding the absence of drainage details, that run-off of surface water could flow toward the former adjacent canal and cause flooding during times of heavy rains and that extensive hardstanding would not meet biodiversity gains.

The development site is located within Flood Zone 1 which has the least probability of flooding from rivers and the sea. General drainage matters are normally considered during future regulatory stages in relation to Householder applications.

Householder development is exempt from Biodiversity Net Gain requirements and hardstanding can be implemented using permitted development rights under Class F, Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) if the hard surface is made of porous materials, or provision is made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse.

Planning Balance and Conclusion

In accordance with the provisions of paragraph 11 of the NPPF(2024), the proposal is considered in the context of the presumption in favour of sustainable development and therefore, for the reasons given above, and taking all other matters into consideration, the proposal complies with the relevant local and national planning policies and guidance and planning permission should be granted subject to necessary conditions.

RECOMMENDATION: Approve subject to conditions.
Justification

Statement of compliance with Article 35 of the Town and Country Development Management Procedure Order 2015.

In dealing with the application, the local planning authority has worked with the applicant to find solutions to the following issues that arose whilst dealing with the planning application:

- *The proposed garage was reduced to comply with permitted development requirements.*

Due regard has been given to Article 8 and Protocol 1 of Article 1 of the European Convention for Human Rights Act 1998 when considering representations, the determination of the application and the resulting recommendation. It is considered that the recommendation will not interfere with the applicant's and/or any objector's right to respect for his private and family life, his home and his correspondence.